



# MICHIGAN Aviation

Published Quarterly for Users of Michigan's Air Transportation System

2004 Vol. 37 No. 2

• • • • •

## 2005 GREAT LAKES INTERNATIONAL AVIATION CONFERENCE

Registration Materials - pgs. 4 & 5

NEW SPORT PILOT RULES - pg. 6



# COMMISSION ACTION

*The Michigan Aeronautics Commission met in Lansing on May 26 and July 28, 2004. Included in action items at the two meetings were the approval of airport improvement projects across the state. Some projects have federal, state, and local funding, while others are funded from state and/or local sources alone. Commission approval for federally funded projects authorizes state participation, subject to issuance of a federal grant. Federal and state dollars for airport development are primarily from restricted, user generated funds. The primary sources of revenue are aviation fuel and passenger taxes, as well as aircraft registration fees. Following are the approved projects:*

## May 26, 2004 Meeting

### ALPENA

Alpena County Regional Airport  
\$1,728,000 for construction of an addition to a snow removal equipment building, acquisition of additional snow removal equipment, rehabilitation of lighting for the terminal apron and access road, and construction of a storm drain retention pond. \$1,641,600 federal, \$43,200 state, and \$43,200 local.

### BAD AXE

Huron County Memorial Airport  
\$378,000 for fence construction.  
\$340,200 state and \$37,800 local.

### BATTLE CREEK

W. K. Kellogg Airport  
\$150,000 for an environmental assessment for a new Runway 5R/23L. \$142,500 federal, \$3,750 state, and \$3,750 local.

### W. K. Kellogg Airport

\$993,000 for the resurfacing of runway 13/31 and for taxiway widening. \$893,700 state and \$99,300 local.

### W. K. Kellogg Airport

\$40,000 for preliminary engineering work for a new Runway 5R/23L. \$38,000 federal, \$1,000 state, and \$1,000 local.

### BELLAIRE

Antrim County Airport  
\$157,895 for construction of animal control fencing. \$150,000 federal, \$3,947 state, and \$3,948 local.

### CADILLAC

Wexford County Airport  
\$187,895 for acquisition of snow removal equipment and for obstruction clearing. \$177,000 federal, \$5,447 state, and \$5,448 local.

### CARO

Tuscola Area Airport  
\$58,231 for fence construction. \$55,302 federal, \$1,464 state, and \$1,465 local.

### CHARLEVOIX

Charlevoix Municipal Airport  
\$25,000 for wetland delineation. \$23,750 federal, \$625 state, and \$625 local.

### COLDWATER

Branch County Memorial Airport  
\$292,000 to relocate the Runway 24 threshold. \$273,089 federal, \$9,455 state, and \$9,456 local.

### GLADWIN

Gladwin Zettel Memorial Airport  
\$153,675 for fence construction. \$145,991 federal, \$3,842 state, and \$3,842 local.

### GRAND LEDGE

Abrams Municipal Airport  
\$390,000 for site preparation for construction of new hangars and a new taxiway. \$345,033 federal, \$11,225 state, and \$33,742 local.

### HANCOCK

Houghton County Memorial Airport  
\$423,688 for wetland delineation and mitigation and an environmental assessment for runway safety area improvements. \$399,643 federal, \$12,028 state, and \$12,026 local.

### HARBOR SPRINGS

Harbor Springs Municipal Airport  
\$25,000 for an instrument approach procedure analysis and for a noise abatement program review. \$22,500 state and \$2,500 local.

### HOLLAND

Tulip City Airport  
\$860,000 for taxiway and apron rehabilitation and for construction of animal control fencing. \$774,000 federal, \$43,000 state, and \$43,000 local.

### HOWELL

Livingston County Airport  
\$315,000 for land acquisition. \$299,250 federal, \$7,875 state, and \$7,875 local.

### IRON MOUNTAIN

Ford Airport  
\$157,895 to rehabilitate the general aviation apron and tie-down area, construct fencing, and to replace the runway end identifier lights for Runways 19 and 31. \$150,000 federal, \$3,947 state, and \$3,948 local.

### LAKEVIEW

Lakeview Griffith Field  
\$166,667 to purchase snow removal equipment, design work for a parallel taxiway, and pavement sealing. \$150,000 federal, \$8,333 state, and \$8,334 local.

### LUDINGTON

Mason County Airport  
\$157,895 to purchase a snow plow truck and for runway marking. \$150,000 federal, \$3,947 state, and \$3,948 local.

### MIDLAND

Jack Barstow Airport  
\$73,000 to construct a new electrical vault. \$65,700 state and \$7,300 local.

### MIO

Oscoda County Airport  
\$46,375 for an airport layout plan update. \$41,738 state and \$4,637 local.

### OSCODA

Oscoda-Wurtsmith Airport  
\$132,895 for pavement crack sealing. \$126,250 federal, \$3,322 state, and \$3,323 local.

### Oscoda-Wurtsmith Airport

\$25,000 for an environmental assessment for a new instrument landing system. \$23,750 federal, \$625 state, and \$625 local.

### PONTIAC

Oakland County International Airport  
\$526,316 for the first phase of a project to relocate Runway 18/36. \$500,000 federal, \$13,158 state, and \$13,158 local.

### SAGINAW

Saginaw County Harry Browne Airport  
\$43,700 for an airport layout plan update. \$39,330 state and \$4,370 local.

### SIDNAW

Prickett Grooms Field  
\$12,000 in state funds for a property appraisal.

### TROY

Oakland/Troy Airport  
\$130,000 to relocate a taxiway at the end of Runway 9. \$117,000 federal, \$6,500 state, and \$6,500 local.

### WEST BRANCH

West Branch Community Airport  
\$305,595 to pave taxiways and hangar access drive. \$282,930 federal, \$11,332 state, and \$11,333 local.

### STATEWIDE

Multiple Airports  
\$106,000 for a pavement condition index contract and \$305,595 for pavement marking and crack sealing.

Continued on page 8



# SPORT PILOT/ LIGHT SPORT AIRCRAFT

After nearly a decade of work, the much-anticipated Sport Pilot/Light-Sport Aircraft rule has been published by the Federal Aviation Administration. The most significant parts of the new regulation is the creation of a new category of aircraft – Light-Sport Aircraft – and a new level of pilot certificate – Sport Pilot. In addition, new repairman certification, medical requirements, and many new definitions are included in the rule.

Ultralight aircraft, which are regulated under FAR Part 103, are unaffected by this rule. However, the existing exemption allowing flight training in two-place ultralights will be phased out.

The new rule is quite complicated and affects many parts of the Federal Aviation Regulations (FARs). In the following paragraphs we will try to give readers an overview of some of the more significant provisions of the rule.

## LIGHT SPORT AIRCRAFT

Light-sport aircraft are small, simple, low-performance, low-energy aircraft. According to the rule, "light-sport aircraft" may be certified in the following categories: airplanes, gliders, gyroplanes, balloons, airships, weight-shift-control, and powered parachutes. Helicopters and powered lift aircraft are excluded because of their complexity. The two new categories, weight-shift-control and powered parachutes, are also defined in the rule.

Furthermore, light sport aircraft must meet the following conditions:

- 1,320 pounds maximum takeoff weight (1,430 pounds for seaplanes)
- No more than two occupants, including the pilot
- A single non-turbine engine
- Maximum stall speed (without lift enhancing devices) of 45 knots
- Maximum airspeed in level flight of 120 knots
- Fixed landing gear (except for gliders and sea planes)
- Fixed pitch propeller (except for powered gliders)

Light-sport aircraft will be certified under one of two new categories: "Special Light-Sport Aircraft" or "Experimental Light-Sport Aircraft."

Special Light-Sport Aircraft can be manufactured and sold ready-to-fly. Rather than being required to meet FAR Part 23 certification standards (as is required for aircraft certified in the standard category), they must be built to joint FAA and industry "consensus standards." Special Light-Sport Aircraft may be used for sport and recreation, for compensation during flight training, and for aircraft rental.

Experimental Light-Sport Aircraft certificates are for aircraft which are built from plans or a kit. Owners of ultralight-like aircraft which do not meet the requirements for ultralight vehicles may also apply for an Experimental Light-Sport Aircraft until September 30, 2007. Experimental Light-Sport Aircraft may be used for sport and recreation but only for flight instruction for the aircraft owner.

Several aircraft which currently hold standard airworthiness certificates meet the definition of light sport aircraft and may be flown by sport pilots. These include such airplanes as some Piper Cubs, Aeronca Champs, Taylorcraft, and others. These aircraft will retain their current airworthiness certificates.

Again, the rules governing ultralights remain unchanged. FAR Part 103 defines an ultralight vehicle as being single occupant, having an empty weight of no more than 254 pounds (155 if unpowered), having a fuel capacity of no more than five gallons, a maximum level flight speed of 55 knots, and a power-off stall speed of not more than 24 knots.

## SPORT PILOTS AND FLIGHT INSTRUCTORS

Prior to this rule the FAA issued five levels of pilot certificates: Student, Recreational, Private, Commercial, and Airline Transport. A sixth level – Sport Pilot – is now available. The rule sets forth eligibility, training, and testing requirements as well as operating privileges and limitations for the new certificate.

To be eligible for a Sport Pilot Certificate applicants must:

- Be 17 years old (16 for gliders),
- Hold a current U.S. driver's license or a valid FAA medical certificate,
- Receive and log ground and flight training;
- Meet the aeronautical experience of 20 hours total flight time, 15 hours flight instruction, and 5 hours solo flight time; and
- Pass FAA written and practical tests.

The sport pilot certificate will be issued without specific category, class, or make and model ratings. Training and logbook endorsements are necessary for each category, class, or "set of aircraft" in which a sport pilot desires privileges. Airplane, glider, and powered parachute are examples of different categories of aircraft. Airplane single-engine land and airplane single-engine sea are examples of different classes within a category. Federal aviation regulations define "set of aircraft" as "aircraft that share similar performance characteristics, such as similar airspeed and altitude operating envelopes, similar handling characteristics, and the same number and type of propulsion systems."

Sport pilots will also be subject to certain operational restrictions. A sport pilot is prohibited from acting as pilot in command:

- At night
- In Class A airspace (above 18,000 feet)
- Into Class B, C, or D airspace without additional training and an endorsement
- Outside the United States without advance permission from another country
- On sightseeing flights with passengers for charity fundraisers
- Above 10,000 feet
- In an aircraft with a maximum speed in level flight of more than 87 knots, without additional training
- When the flight or surface visibility is less than three (3) statute miles
- Without visual reference to the earth's surface (no VFR on top)
- Contrary to any limitation on the pilot certificate, driver's license, medical certificate, or logbook endorsement
- While carrying passengers or property for hire
- As an aircraft salesperson to demonstrate the aircraft to a prospective buyer
- While towing any object

Continued on page 6



# GREAT LAKES INTERNATIONAL AVIATION CONFERENCE

- **IA Renewal**  
(8 hrs. of training both Friday and Saturday)
- **Maintenance Programs**
- **Pilot Programs**
- **Airport Manager & FBO Expo**
- **Product Seminars**
- **Daily and Weekend Rates**
- **All of the Newest Products**
- **Dinner Parties on Thursday  
and Saturday Evenings**

## 2005 HEADLINERS

John and Martha King  
Rod Machado  
Julie Clark  
Greg Feith  
Cathe' Fish

.....  
**REGISTER NOW!**  
**January 20 thru 22, 2005**

LANSING CENTER  
**333 E. Michigan Ave.**  
**Lansing, MI**  
.....

**DAILY RATES  
ONLY \$40.00**

**Don't Delay!**

**Mail the Attached  
Registration Form Today →**

**Check out the online specials,  
discounts, coupons, and  
refer-a-friend program.**

.....  
**For Further Information, or to Register On-line, Visit:**  
**[www.GreatLakesAviationConference.com](http://www.GreatLakesAviationConference.com)**

**Phone: 248-348-6942 • Fax: 248-449-5500**

**Lansing Radisson: 800-333-3333 (Ask for GLIAC Rate)**

**THE ONE CONFERENCE AND EXHIBITION THAT YOU DON'T WANT TO MISS!**

# Great Lakes International Aviation Conference

LANSING CENTER  
333 E. Michigan Ave.  
Lansing, MI

Phone: 248-348-6942  
Fax: 248-449-5500

NAME	TELEPHONE	FAX	E-MAIL
ADDRESS	CITY, STATE AND ZIP		

REFER-A-FRIEND PROGRAM Deadline December 1, 2004

I was referred by \_\_\_\_\_

I would like to sign up for the Refer-a-Friend Program! Here are my referrals:

Name \_\_\_\_\_ E-Mail \_\_\_\_\_

Name \_\_\_\_\_ E-Mail \_\_\_\_\_

AVIATION EXPERIENCE (will be used on name badge)

☐ Pilot ☐ Airport Manager/FBO ☐ Maintenance Technician ☐ Student ☐ Other

DAILY RATE ONLY \$40/DAY

- ☐ **Thursday:** Airport Managers, FBOs, Professional Pilots  
☐ **Friday:** Maintenance & IA Renewal, Airport Managers, FBOs, Pilots  
☐ **Saturday:** Pilots, Maintenance & IA Renewal

SPECIAL PACKAGES & DINNER OPTIONS

- ☐ Thursday & Friday: \$100 All Sessions & Exhibits/Dinner Thursday evening  
☐ Friday & Saturday: \$100 All Sessions & Exhibits/Dinner Saturday evening  
☐ 3-Day Package (Thursday-Saturday): \$125 All Sessions & Exhibits/Dinner Thursday & Saturday  
☐ Student Rate: \$20/day Daily Sessions & Exhibits (must show valid I.D.)

Students, Check... ☐ Thursday ☐ Friday ☐ Saturday

PAYMENT INFORMATION

- ☐ Check Enclosed *Checks may be mailed to Laurex, 43700 Expo Center Dr., Novi, MI 48375*  
☐ Credit Card *Form with credit card information may be faxed to 248-449-5500*  
☐ VISA ☐ MASTERCARD EXPIRATION DATE \_\_\_\_\_

ACCOUNT NUMBER \_\_\_\_\_

SIGNATURE \_\_\_\_\_

# SPORT PILOT/ LIGHT SPORT AIRCRAFT

Continued from page 3

A current pilot with a recreational certificate, or higher, may fly a light-sport aircraft without additional training providing it is of the same category and class for which they are rated. If privileges are sought in a different category or class flight training and a logbook endorsement are required.

Additionally, a new flight instructor certificate – Flight Instructor-Sport Pilot – has been created. As with the sport pilot certificate, applicants will be required to pass written and practical tests.

## MEDICAL CERTIFICATION

Among the most fought-for provisions of the new rule is that which allows sport pilots to use a valid U.S. driver's license in lieu of an FAA medical certificate. The following conditions apply when using a driver's license as evidence of medical qualification:

- Restrictions on the driver's license apply. This includes any judicial or administrative order applying to the operation of a motor vehicle,
- A previous application for at least a third-class medical must not have been denied,
- Holders of medical certificates must not have had their most recent certificate revoked or suspended,
- Any authorization for special issuance of a medical certificate must not have been withdrawn; and
- The pilot must not know, or have reason to know, of any medical condition that would make him or her unable to operate a light sport aircraft in a safe manner.

The conditions outlined above have created a "Catch-22" regarding medical certification that is currently the source of some confusion and controversy. Pilots who have previously been found ineligible for a medical certificate would not be able to exercise sport pilot privileges since they have a "known medical deficiency." Ironically, another individual with a similar condition, who has never applied for a medical certificate, would be able to fly with a valid driver's license.

## MAINTENANCE

Along with the new categories of airworthiness and levels of pilot certificate, the rule also creates a new Repairman Light-Sport Aircraft certificate which will be issued with either a maintenance or inspection rating. An inspection rating requires the completion of a 16-hour course on the inspection requirements of a particular class of light-sport aircraft. For a maintenance, rating applicants must complete a 120-hour course of training (104 hours for weight shift or powered parachute or 80 hours for glider or lighter-than-air) on the maintenance requirements for the applicable class of aircraft.

All light sport aircraft are required to have an "annual condition inspection." This inspection may be performed by a repairman with an inspection rating only on an aircraft which is owned by that individual. In order to perform maintenance on light-sport aircraft owned by others, a repairman certificate with a maintenance rating is required.

Finally, much like standard category aircraft, light-sport aircraft which are operated for hire are required to undergo an inspection every 100 hours of flight time in addition to the annual condition inspection.



## MORE INFORMATION PLEASE

The Sport Pilot/Light-Sport Aircraft rule represents one of the most sweeping regulatory changes in recent FAA history. It is most notable since it brings an entirely new community of aircraft owners and pilots under the FAA's aegis. As the rule is implemented, surely many questions will arise. Readers are encouraged to obtain a copy of the complete rule for personal study.

Additional information including access to the entire rule as well as lists of frequently asked questions can be obtained from these sources:

- Federal Aviation Administration:  
[www.faa.gov/avr/afs/sportpilot/overview.cfm](http://www.faa.gov/avr/afs/sportpilot/overview.cfm)
- Experimental Aviation Association:  
[www.sportpilot.org](http://www.sportpilot.org)
- Aircraft Owners and Pilots Association:  
[www.aopa.org](http://www.aopa.org)
- Aero Sports Connection:  
[www.aerosports.org](http://www.aerosports.org)

Finally, those who desire more information are encouraged to attend one of the seminars to be conducted on this subject by the Michigan Department of Transportation. Please check our web site at [www.michigan.gov/aero](http://www.michigan.gov/aero) for a complete list of aviation safety programs.



● James M. Collins

## NEW MEMBER JOINS COMMISSION

James M. Collins of Marquette has been appointed to a four-year term on the Michigan Aeronautics Commission by Governor Jennifer Granholm. He replaces Dean Greenblatt, whose term expired in May 2004. Mr. Collins is an attorney in private practice and a former judge of the 96<sup>th</sup> District Court in Marquette. From 1980-1985 he was vice president of Simmons Airlines. Mr. Collins is a graduate of the Wayne State University law school and holds a commercial pilot certificate with instrument and multiengine ratings. Commissioners and aeronautics staff join in offering Mr. Collins a most heartfelt welcome.

Governor Granholm has also reappointed current Commission Chairman Sidney Adams, Jr. to a second four-year term.



# AVIATION IN-FORMATION

Flight Instructors and pilots preparing for an instrument rating should be aware that on October 1, 2004 a revision to the instrument rating Practical Test Standards (PTS) became effective. This revision -- the first since 1998 -- addresses training and testing in aircraft with technologically advanced avionics and instrument displays. This revision also clarifies the requirements for demonstrating a GPS approach, and includes a requirement to demonstrate one autopilot-coupled approach if the airplane is so equipped. Additional requirements that are new to this version of the PTS are the requirement to perform one non-precision approach with a procedure turn and without the assistance of radar vectors. This and other Practical Test Standards may be obtained from the FAA at [www.faa.gov/avr/afs/infoforgeneralaviation/](http://www.faa.gov/avr/afs/infoforgeneralaviation/)

The first of six new Automated Weather Observing Systems (AWOS) to be installed in Michigan this year has been certified at the Frankfort Dow Memorial Airport. The system broadcasts on 118.325 Mhz and is accessible via telephone at 231-352-7573. Additionally, the airport's identifier has changed from 3D4 to FKS. The other airports slated for AWOS installation by the Michigan Department of Transportation this year are Rogers City, Oakland-Troy, Owosso, South Haven, and Caro.

Earlier this summer a Circuit Court decision helped save Wilderness Airpark, near Kent City. The airpark's only runway was growing effectively shorter and shorter as a neighbor's trees grew higher and higher, until it reached a point where closure was imminent. "The trees were so tall that they penetrated the 'approach protection area,'" said Rick Hammond, MDOT Manager of Airport Safety and Compliance. The state's Aeronautics Code makes anything encroaching on the approach protection area a public nuisance, Hammond said. The judge agreed, and ordered the neighbor to trim the trees, saving the runway. Wilderness Airpark is a half-mile-long, grass airport in western Michigan. Originally built in 1978 as a private, residential airport, it was designated a public-use airport in 1984. The judge ruled that the neighbors had purchased their land after the airport had become public and the approach protection area had become effective and they knew the runway was adjacent to their land, so they must comply with the Aeronautics Code and not allow trees to grow up into the approach area. While this decision is encouraging for airport owners and operators, it should

be noted that a Circuit Court decision is not binding on other courts and a "court solution" to approach clearing problems is not always the best first step.

Owners of airplanes with low-compression engines designed to run on 80-octane fuel will have to switch to another fuel soon. Kern Oil, the last standing producer of 80-octane aviation fuel, has stopped production according to the Aircraft Owners and Pilots Association. While this development will come as no surprise to industry-watchers, who wonder how long many of the low-volume products we consume will remain economically viable, it will be an inconvenience for some aircraft owners. Low-compression engines are subject to accumulation of lead deposits from 100LL because of their comparatively tepid combustion temperatures. They don't need the extra octane, and certainly could do without the tetraethyl lead additive used to boost octane. Still, the portion of the fleet capable of using 80-octane is shrinking; all new production aircraft as well as the vast majority of the existing fleet are designed to use 100LL. Alternatives include the use of 100LL fuel and automotive fuel. The best tactic for using 100LL in these engines is aggressive mixture leaning during low-power operations. Owners can also use fuel additives that help lead scavenging.

The use of cellular telephones can have unintended or undesired consequences when trying to contact Flight Service. Dialing 1-800-WX-BRIEF (800-992-7433) from a cell phone may connect you to the flight service associated with your cell phone's number. For example, if your cell phone number is from Michigan, and you call 800-WX-BRIEF from North Dakota, you may get Lansing Flight Service and not Grand Forks Flight Service. This may be a problem if you need to talk to the local flight service station. However, there may be times when you wish to speak to your "home" flight service station. All flight service stations may now be accessed from anywhere in the country by their own toll-free number. Using the numbers listed to the right will assure that you reach the local flight service station via cell phone if you are out of your home state.

CLIP AND SAVE FOR  
EASY REFERENCE 

Flight Service	Toll free #
ALBUQUERQUE, NM	866-449-5390
ALTOONA, PA	866-708-9987
ANDERSON, SC	866-225-2172
ANNISTON, AL	866-609-8684
BANGOR, ME	866-295-3835
BOISE, ID	866-258-9068
BRIDGEPORT, CT	866-293-5149
BUFFALO, NY	866-678-2759
BURLINGTON, VT	866-847-1846
CASPER, WY	866-227-7498
CEDAR CITY, UT	866-667-3858
CLEVELAND, OH	866-780-8261
COLUMBIA, MO	866-223-4352
COLUMBUS, NE	866-288-3448
CONROE, TX	866-689-5992
DAYTON, OH	866-505-6163
DENVER, CO	866-751-7021
DERIDDER, LA	866-401-5659
ELKINS, WV	866-656-2661
FAIRBANKS, AK	866-248-6516
FORT DODGE, IA	866-300-2858
FORT WORTH, TX	866-272-7915
GAINESVILLE, FL	866-523-7229
GRAND FORKS, ND	866-306-6931
GREAT FALLS, MT	866-527-7601
GREENBAY, WI	866-845-4888
GREENWOOD, MS	866-245-6109
HAWTHORNE, CA	866-879-8252
HONOLULU, HI	866-766-0820
HURON, SD	866-732-1331
ISLIP, NY	866-365-5019
JACKSON, TN	866-840-1051
JONESBORO, AR	866-520-8890
JUNEAU, AK	866-297-2236
KANKAKEE, IL	866-450-6593
KENAI, AK	866-864-1737
LANSING, MI	866-879-4066
LEESBURG, VA	866-225-7410
LOUISVILLE, KY	866-412-7968
MACON, GA	866-276-0243
MCALESTER, OK	866-269-0189
MCMINNVILLE, OR	866-833-7631
MIAMI, FL	866-347-0316
MILLVILLE, NJ	866-225-7920
NASHVILLE, TN	866-890-1348
OAKLAND, CA	866-469-7828
PRESCOTT, AZ	866-226-3763
PRINCETON, MN	866-841-6469
RALEIGH, NC	866-663-3354
RANCHO MURRIETA, CA	866-272-7525
RENO, NV	866-281-2737
RIVERSIDE, CA	866-838-2250
SAN ANGELO, TX	866-300-3867
SAN DIEGO, CA	866-682-2175
SAN JUAN, PR	866-822-8537
SEATTLE, WA	866-384-7323
ST LOUIS, MO	866-671-6176
ST PETERSBURG, FL	866-295-3983
TERRE HAUTE, IN	866-224-9906
WICHITA, KS	866-672-5145
WILLIAMSPORT, PA	866-655-6434





● **Rob Abent, Director**  
Michigan Aeronautics  
Commission

Rob Abent, Director of the Michigan Aeronautics Commission, was recently elected Great Lakes Regional Director

of the National Association of State Aviation Officials (NASAO). The region consists of Michigan, Illinois, Indiana, Ohio, Wisconsin, Minnesota, North Dakota, and South Dakota.

## COMMISSION ACTION Continued from page 2

### July 28, 2004 Meeting

#### BATTLE CREEK

W. K. Kellogg Airport

\$534,000 for the construction of a storage building for an airport rescue/firefighting trainer. \$480,600 state and \$53,400 local.

#### ESCANABA

Delta County Airport

\$375,000 for the purchase of snow removal equipment. \$356,250 federal, \$9,375 state, and \$9,375 local.

#### HASTINGS

Hastings City/Barry County Airport

\$214,517 for land acquisition. \$193,329 federal, \$10,594 state, and \$10,594 local.

#### TRAVERSE CITY

Cherry Capital Airport

\$3,000,000 for the construction of an airport rescue/firefighting building. \$2,000,000 federal, \$52,500 state, and \$947,500 local.

### Jennifer Granholm, Governor MICHIGAN AERONAUTICS COMMISSION

**Sidney Adams, Jr.**, Chair - Battle Creek

**James M. Collins**, Marquette

**Lowell E. Kraft**, Pigeon

**Eric V. Smith**, Northville

**Terry Everman**, Flushing

**Gloria Jeff**, Director

Michigan Department of Transportation

**Capt. John Ort**

Michigan State Police

**Brigadier General Kencil Heaton**

Michigan Department of Military Affairs

**Mindy Koch**

Michigan Department of Natural Resources

**Rob Abent**, Director

Michigan Aeronautics Commission

**Barbara Burris**

Executive Assistant to the Commission

**Thomas Krashen** - Editor

**Randy Debler** - Graphic Designer



● **Gilbert A. Cargill**

Gilbert A. Cargill 1916-2004

Former Michigan Aeronautics Commission member and aviation pioneer, Gilbert A. Cargill, died July 16, 2004. Born in Oberlin, Ohio, Mr. Cargill graduated from Oberlin College in 1937 with a degree in Mathematics. In 1941 he began a long aviation career which included service as a flight instructor with the legendary Tuskegee Airmen. In 1967 he moved to Troy, Michigan to work as a flight instructor and to teach mathematics at Aero Mechanics High School. In 1972 he was designated by the FAA as the first black pilot examiner in Michigan. In 1985 he was appointed to the Michigan Aeronautics Commission by Governor James Blanchard. Throughout his career he was an active member of the Negro Airmen International, including serving for two years as the organization's chair. In 1989 Mr. Cargill was enshrined in the Michigan Aviation Hall of Fame.



OFFICIAL PUBLICATION, MDOT Multi-Modal Transportation Services Bureau  
2700 E. Airport Service Drive Lansing, Michigan 48906-2160 / Telephone: 517-335-9283

**PRSRTD STD**

U.S. POSTAGE

**PAID**

Lansing, Michigan  
Permit No. 1200